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'72-'73 Transit Fact Book

TRANSIT FACT BOOK

Annual Summary of Basic Data and Trends
in the Transit Industry of the United States

1972 – 1973 EDITION

THIS IS THE THIRTIETH annual edition of the Transit Fact Book compiled by the Statistical Department of the American Transit Association. It is identified as the "72-73" edition and covers operations of the U.S. transit industry through 1972. (The figures reported for 1972 are preliminary.)

The transit industry represented in this publication comprises all organized local transportation agencies, both publicly and privately owned, in the United States. It does not include taxi cabs, suburban or commuter railroads, sightseeing buses or school buses.

Any differences between figures reported for 1971 and earlier years as shown in this issue of the Fact Book as compared with data published in earlier editions, are the result of adjustments necessary to take into account subsequent information.

DISTRIBUTION BY POPULATION GROUPS

The several tables in which industry totals have been distributed by population groups are based on the 1970 U.S. Census of Population for 1970 on. The 1960 U.S. Census of Population was used from 1961 through 1969 and the 1950 Census was used prior to 1961.

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The Future Is Now

The biggest single problem confronting the transit industry as it heads into 1973 is, in a word, funding. As we enter 1973 it becomes increasingly evident that the future for transit is either now or never.

Certainly great steps have been taken since the passage of the Urban Mass Transportation Assistance Act of 1970, but still the transit crisis remains. Now is the time to reassess, to reevaluate, and to reorder priorities. Peace, in the words of the administration, "is at hand". We must now turn our attention to domestic issues. In the forefront must be the guaranteed financial stability of urban transportation. Cities and states are strained to the limits of their ability to cope with the rising costs of mass transportation. The Federal government is the only source having the resources capable of solving the problem.

Only through the infusion of meaningful funds on the part of the Federal government can transit provide the means of moving people to their jobs and of carrying out the necessities of their daily lives within the framework of a moderate fare and an efficient public transportation system.

Public transportation came close to achieving its goal of financial stability last year in the waning hours of the 92nd Congress, but an all-encompassing transit package failed to pass when the House was unable to consider the proposal in the rush to adjournment. The package included: A Federal program of transit operating aid; an additional \$3 billion in contract authority for the U.S. Department of Transportation's Urban Mass Transportation Administration Capital Grant Program; and increase in the Federal-local matching ratios for the transit program from the present two-thirds/one-third to 80%/20%; and, 100% Federal funding for transit planning. We shall be urging the adoption of similar legislation this year.

The industry was also heartened at the adoption by the Senate of the Cooper-Muskie amendment to the Federal-Aid Highway Act of 1972. The Senate approved the allocation of up to \$800 million annually for urban transportation purposes. The Senate would have left it to state and local officials to determine what proportion of the \$800 million annually would be spent for highways and what share would be allocated to public transit capital expenditures – either bus or rail.

The prospect for 1973 is that this transit-highway issue will be faced again, but in less harried and hurried circumstances and that all the ramifications of any change in highway trust fund collections or dispersals will be thoroughly investigated – and by a number of concerned legislative interests.

It is imperative that any dialog does not develop into solely a narrow "more-transit-means-less-highways" viewpoint. Transit's overall needs bear little direct relationship to the present funded level of the highway program. These needs can be met only with sufficient funds to support all transit operations, improve and extend existing bus and rail systems, and help build the several new rail systems now being supported by local areas.

There is little doubt that among the many impacts of urban freeways has been the negative one upon public transportation. The availability of substantial federal dollars for freeways and none for transit has effected

local decision-makers to favor auto transportation over alternatives involving public transportation.

Freeway versus transit decisions are being debated throughout the country. These are real issues. However, making a limited amount of Federal dollars designed to improve city streets available for transit purposes does not deal with this issue. This is an important distinction and one which gets significantly away from the issue of *diversion* of present highway user-generated revenues for transit for the sake of diversion.

In any case, the American Transit Association will be urging the 93rd Congress — as its number one priority — to act swiftly and decisively to enact transit assistance legislation. Passage of such legislation is essential to the continuance of public transportation. Anything less will be fatal to the nation's cities.

In any evaluation of transit in 1972, the opening of BART stands out as the industry's high point. The people of the Bay Area made a \$1.4 billion investment in public transportation and are now reaping the reward of that investment in fast, efficient, pollution-free rail transit service.

Atlantans, too, are benefiting by their investment in transit. Citizens there voted to tax themselves by a one per cent increase in the sales tax to provide the means of mobility. MARTA reports that ridership is up 23% with a resultant decrease in congestion and pollution since fares were dropped to 15¢. The Atlanta area can anticipate a totally balanced system as plans for the area-wide rail system develop.

Two other metropolitan areas, Baltimore and Miami have also taxed themselves to undertake multi-million dollar new rail systems.

The year 1972 was also of more than passing significance because of the new allies that the transit cause has added to its camp. Particularly telling was the appearance of ATA's Annual Meeting of high-ranking officials of the automobile industry. That industry now agrees that the development of improved public transit is in the best interest of the nations.

Three major oil companies, Mobil, Humble, and Texaco have also taken the lead in strongly supporting federal aid to mass transit. The National Petroleum Council, too, formed to advise the Secretary of the Interior on oil and gas matters, has issued a report calling for a greater emphasis on public mass transportation as a way to reduce growth of the energy demand through greater efficiency in energy utilization.

A Mobil advertisement that appeared in the New York Times said: "More and better mass transit could stop traffic jams before they start. Just one rail line has triple the people-moving capacity of the three-lane super-highway."

The position taken for many years by the American Transit Association and the cities is gaining some impressive new allies. We look to this expanded coalition for the support needed to push for the legislative program that will truly get our cities moving again — this year.

THE TRANSIT INDUSTRY - 1972

Distribution of Transit Systems by Population Groups (1970 Census)

(Each System is counted only in the population group
of the largest city it serves.)

POPULATION GROUP	Rail Transit (Incl. Joint Trolley Coach And/or Motor Bus)	Trolley Coach And Motor Bus Operations Combined	Motor Bus (Exclusively)	GRAND TOTAL
500,000 and over	10	1	20	31
250,000 – 500,000	2	1	40	43
100,000 – 250,000	0	0	80	80
50,000 – 100,000	0	0	122	122
Less than 50,000	0	0	395	395
Suburban and Other	3	0	371	374
TOTAL	15	2	1,028	1,045

PUBLICLY OWNED SYSTEMS

	1972	% of Industry
Number of Systems	160	15%
Operating Revenue (Thous)	\$1,469,225	85%
Vehicle Miles Operated (Thous)	1,281,588	73%
Revenue Passgrs. Carried (Thous)	4,533,060	86%
No. of Employees (Avg.)	119,041	86%
Passenger Vehicles Owned (Total)	42,499	70%
Motor Buses	30,917	63%
Subway & Elevated	9,423	100%
Surface Railway	1,129	96%
Trolley Coaches	1,030	100%

P - Preliminary

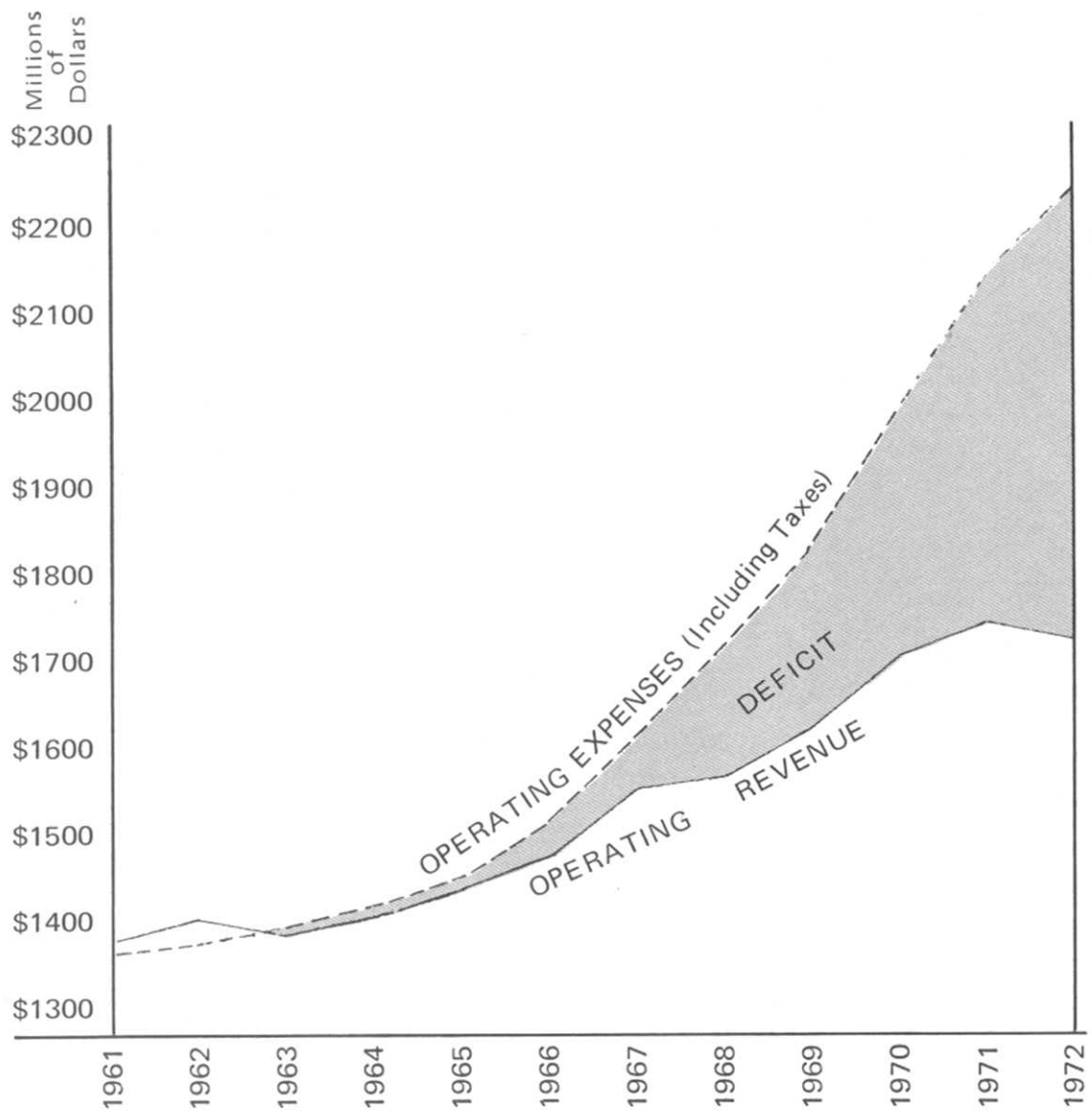
TREND OF TRANSIT OPERATIONS

TABLE NO. 1
Results of Operations in the United States
At Five Year Intervals 1940 – 1955 and Annually 1955 – 1972

YEAR	OPERATING REVENUE	OPERATING EXPENSES (Including Depreciation)	NET REVENUE	ALL TAXES	OPERATING INCOME	PERCENT OF OPERATING REVENUE		
						OPERATING EXPENSES (Including Depreciation)	ALL TAXES	OPERATING INCOME
	(Thousands)	(Thousands)	(Thousands)	(Thousands)	(Thousands)			
1940	737,000	598,030	138,970	62,690	76,280	81.14	8.51	10.35
1945	1,380,400	1,067,140	313,260	164,530	148,730	77.31	11.92	10.77
1950	1,452,100	1,296,690	155,410	89,040	66,370	89.30	6.13	4.57
1955	1,426,400	1,277,370	149,030	93,320	55,710	89.55	6.54	3.91
1956	1,416,100	1,271,360	144,740	89,050	55,690	89.78	6.29	3.93
1957	1,385,600	1,261,560	124,040	87,430	36,610	91.05	6.31	2.64
1958	1,349,500	1,265,850	83,650	77,060	6,590	93.80	5.71	0.49
1959	1,376,400	1,266,080	110,320	84,700	25,620	91.99	6.15	1.86
1960	1,407,200	1,289,850	117,350	86,660	30,690	91.66	6.16	2.18
1961	1,389,700	1,295,770	93,930	77,200	16,730	93.24	5.56	1.20
1962	1,403,500	1,306,000	97,500	77,800	19,700	93.05	5.54	1.41
1963	1,390,600	1,312,560	78,040	78,920	(D) 880	94.39	5.68	—
1964	1,408,100	1,342,580	65,520	77,910	(D) 12,390	95.35	5.53	—
1965	1,443,800	1,373,760	70,040	80,650	(D) 10,610	95.15	5.59	—
1966	1,478,500	1,423,760	54,740	91,810	(D) 37,070	96.30	6.21	—
1967	1,556,000	1,530,864	25,136	91,704	(D) 66,568	98.38	5.89	—
1968	1,562,739	1,625,314	(D) 62,575	98,497	(D) 161,072	104.04	6.37	—
1969	1,625,633	1,744,989	(D) 119,356	101,156	(D) 220,512	107.34	6.22	—
1970	1,707,418	1,891,743	(D) 184,325	103,887	(D) 288,212	110.80	6.08	—
1971	1,740,700	2,040,453	(D) 299,753	111,647	(D) 411,400	117.20	6.42	—
P 1972	1,728,500	2,128,193	(D) 399,693	113,433	(D) 513,126	123.12	6.56	—

P Preliminary.

FIGURE I
RESULTS OF TRANSIT OPERATIONS
1961-1972



TRANSIT TAXES IN 1972

TABLE NO. 2

Transit Taxes in 1972

	AMOUNT	PERCENT DISTRIBUTION
Federal Taxes (Total)	\$72,733,240	64.12%
Income Taxes	10,299,720	9.08
Other Federal Taxes	62,433,520	55.04
State, County and Local Taxes	40,699,760	35.88
TOTAL TAXES	\$113,433,000	100.00%

TRANSIT TAXES IN 1971

TABLE NO. 3

Transit Taxes in 1971

	AMOUNT	PERCENT DISTRIBUTION
Federal Taxes (Total)	\$71,364,760	63.92%
Income Taxes	11,432,650	10.24
Other Federal Taxes	59,932,110	53.68
State, County and Local Taxes	40,282,240	36.08
TOTAL TAXES	\$111,647,000	100.00%

REVENUE PASSENGERS (BY POPULATION GROUPS)

TABLE NO. 4
Revenue Passengers in the United States by Population Groups
At Five Year Intervals 1940 – 1955 and Annually 1955 – 1972

YEAR	RAPID TRANSIT (MILLIONS)	SURFACE LINES						TOTAL (MILLIONS)
		500,000 AND OVER (MILLIONS)	250,000- 500,000 (MILLIONS)	100,000- 250,000 (MILLIONS)	50,000- 100,000 (MILLIONS)	LESS THAN 50,000 (MILLIONS)	SUBURBAN AND OTHER (MILLIONS)	
1940	2,282	4,305	1,312	1,020	742	291	552	10,504
1945	2,555	6,969	2,920	2,359	1,899	932	1,348	18,982
1950*	2,113	5,207	2,007	1,585	1,323	728	882	13,845
1955*	1,741	3,478	1,286	953	786	360	585	9,189
1956*	1,749	3,368	1,179	866	715	324	555	8,756
1957*	1,706	3,274	1,078	811	655	285	529	8,338
1958*	1,635	3,095	984	720	596	254	494	7,778
1959*	1,647	3,057	956	696	582	240	472	7,650
1960*	1,670	2,997	911	691	554	230	468	7,521
1961**	1,680	3,089	701	523	554	217	478	7,242
1962**	1,704	3,029	680	496	533	212	468	7,122
1963**	1,661	2,990	642	462	504	205	451	6,915
1964**	1,698	2,991	612	432	486	194	441	6,854
1965**	1,678	3,000	606	416	474	192	432	6,798
1966**	1,584	3,003	608	413	483	194	386	6,671
1967**	1,632	2,945	597	409	469	190	374	6,616
1968**	1,627	2,886	581	396	455	171	375	6,491
1969**	1,656	2,787	565	365	422	150	365	6,310
1970***	1,574	2,610	529	342	395	140	342	5,932
1971***	1,494	2,399	739	234	196	107	328	5,497
P 1972***	1,454	2,335	685	220	182	96	299	5,271

*Population distribution based upon 1950 census.

**Population distribution based upon 1960 census.

P Preliminary.

***Population distribution based on 1970 census.

TREND OF TOTAL PASSENGERS

TABLE NO. 5

Total Passengers Carried on Transit Lines of the United States
At Five Year Intervals 1940-1955 and Annually 1955- 1972

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)			
1940	5,943	2,382	8,325	534	4,239	13,098
1945	9,426	2,698	12,124	1,244	9,886	23,254
1950	3,904	2,264	6,168	1,658	9,420	17,246
1955	1,207	1,870	3,077	1,202	7,250	11,529
1956	876	1,880	2,756	1,142	7,043	10,941
1957	679	1,843	2,522	993	6,874	10,389
1958	572	1,815	2,387	843	6,502	9,732
1959	521	1,828	2,349	749	6,459	9,557
1960	463	1,850	2,313	657	6,425	9,395
1961	434	1,855	2,289	601	5,993	8,883
1962	393	1,890	2,283	547	5,865	8,695
1963	329	1,836	2,165	413	5,822	8,400
1964	289	1,877	2,166	349	5,813	8,328
1965	276	1,858	2,134	305	5,814	8,253
1966	282	1,753	2,035	284	5,764	8,083
1967	263	1,938	2,201	248	5,723	8,172
1968	253	1,928	2,181	228	5,610	8,019
1969	249	1,980	2,229	199	5,375	7,803
1970	235	1,881	2,116	182	5,034	7,332
1971	222	1,778	2,000	148	4,699	6,847
P 1972	211	1,707	1,918	144	4,505	6,567

TREND OF REVENUE PASSENGERS

TABLE NO. 6

Revenue Passengers Carried on Transit Lines of United States
At Five Year Intervals 1940- 1955 and Annually 1955- 1972

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)			
1940	4,182.5	2,281.9	5,464.4	419.2	3,620.1	10,503.7
1945	7,080.9	2,555.1	9,636.0	1,001.2	8,344.7	18,981.9
1950	2,790.0	2,113.0	4,903.0	1,261.0	7,681.0	13,845.0
1955	845.0	1,741.0	2,586.0	869.0	5,734.0	9,189.0
1956	625.0	1,749.0	2,374.0	814.0	5,568.0	8,756.0
1957	491.0	1,706.0	2,197.0	703.0	5,438.0	8,338.0
1958	415.0	1,635.0	2,050.0	593.0	5,135.0	7,778.0
1959	378.0	1,647.0	2,025.0	517.0	5,108.0	7,650.0
1960	335.0	1,670.0	2,005.0	447.0	5,069.0	7,521.0
1961	323.0	1,680.0	2,003.0	405.0	4,834.0	7,242.0
1962	284.0	1,704.0	1,988.0	361.0	4,773.0	7,122.0
1963	238.0	1,661.0	1,899.0	264.0	4,752.0	6,915.0
1964	213.0	1,698.0	1,911.0	214.0	4,729.0	6,854.0
1965	204.0	1,678.0	1,882.0	186.0	4,730.0	6,798.0
1966	211.0	1,584.0	1,795.0	174.0	4,702.0	6,671.0
1967	196.0	1,632.0	1,828.0	155.0	4,633.0	6,616.0
1968	187.3	1,627.0	1,814.3	152.2	4,524.5	6,491.0
1969	183.4	1,656.3	1,839.7	135.3	4,335.3	6,310.3
1970	172.4	1,573.5	1,745.9	127.5	4,058.3	5,913.7
1971	155.1	1,494.0	1,649.1	113.1	3,734.8	5,497.0
P 1972	147.6	1,433.7	1,581.3	110.7	3,579.0	5,271.0

P Preliminary

TREND OF OPERATING REVENUE

TABLE NO. 7

**Trend and Distribution of Transit Operating Revenue in the United States
At Five Year Intervals 1940- 1955 and Annually 1955- 1972**

CALENDAR YEAR	RAILWAY			TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)			
1940	327.8	128.3	456.1	25.0	255.9	737.0
1945	560.1	149.4	709.5	68.4	602.5	1,380.4
1950	361.7	216.4	578.1	122.0	752.0	1,452.1
1955	175.5	264.3	439.8	130.8	855.8	1,426.4
1956	139.4	271.4	410.8	127.6	877.7	1,416.1
1957	115.3	267.6	382.9	116.4	886.3	1,385.6
1958	99.1	266.5	365.6	103.2	880.7	1,349.5
1959	93.0	272.2	365.2	91.0	920.2	1,376.4
1960	87.6	281.8	369.4	81.9	955.9	1,407.2
1961	79.9	285.7	365.6	78.7	945.4	1,389.7
1962	73.3	293.0	366.3	76.0	961.2	1,403.5
1963	61.2	287.4	348.6	56.2	985.8	1,390.6
1964	55.6	295.8	351.4	46.4	1,010.3	1,408.1
1965	55.7	310.1	365.8	41.7	1,036.3	1,443.8
1966	58.7	306.5	365.2	39.2	1,074.1	1,478.5
1967	52.5	352.0	404.5	35.6	1,115.9	1,556.0
1968	53.1	358.2	411.3	35.9	1,115.5	1,562.7
1969	54.8	380.4	435.2	32.5	1,157.9	1,625.6
1970	55.2	384.4	439.6	31.5	1,236.3	1,707.4
1971	48.8	379.4	428.2	32.3	1,280.2	1,740.7
P 1972	48.4	376.8	425.2	32.8	1,270.5	1,728.5

TREND OF PASSENGER REVENUE

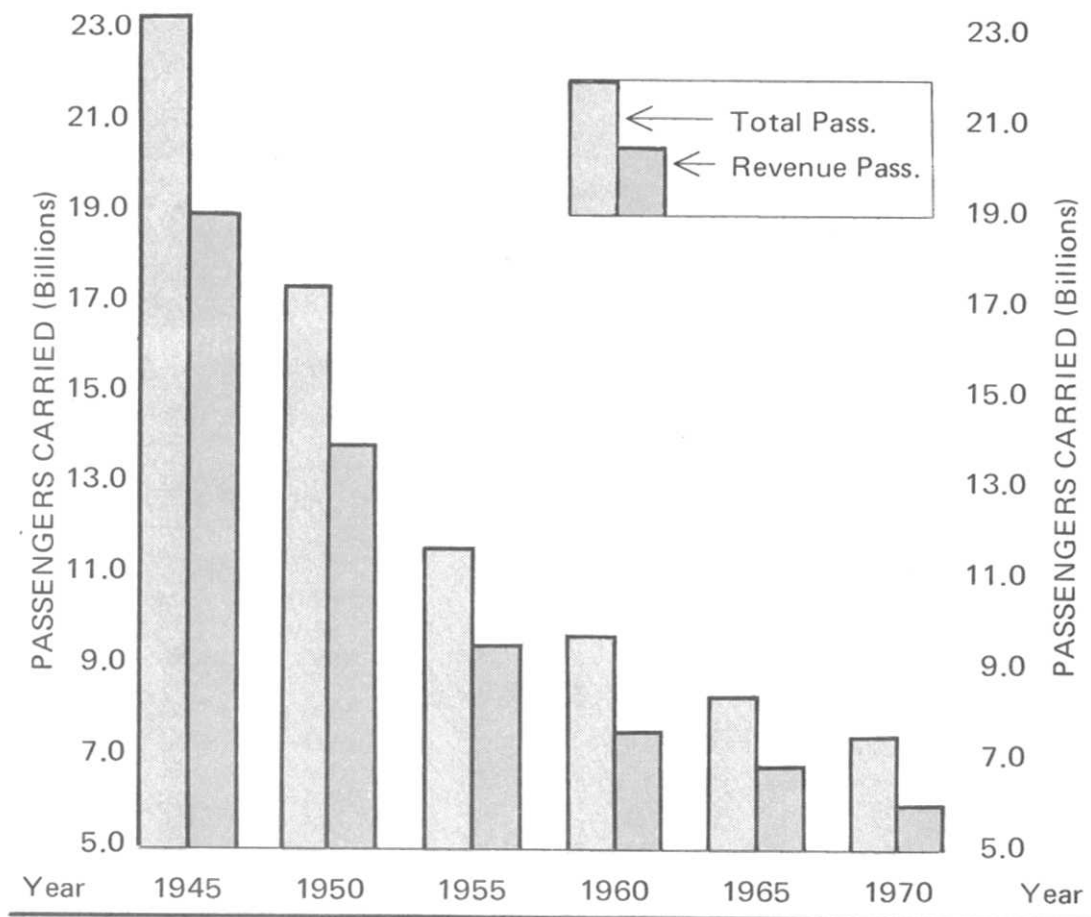
TABLE NO. 8

**Trend and Distribution of Transit Passenger Revenue in the United States
At Five Year Intervals 1940- 1955 and Annually 1955- 1972**

CALENDAR YEAR	RAILWAY			TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)			
1940	\$ 304.0	\$123.8	\$427.8	\$ 24.9	\$248.8	\$701.5
1945	513.4	142.3	655.7	68.0	590.0	1,313.7
1950	322.4	209.6	532.0	120.6	734.2	1,386.8
1955	146.6	257.5	404.1	128.5	826.3	1,358.9
1956	117.1	264.2	381.3	124.5	845.3	1,351.1
1957	97.0	260.5	357.5	112.7	849.6	1,319.8
1958	83.5	259.4	342.9	100.1	839.2	1,282.2
1959	78.5	262.9	341.4	89.9	877.0	1,308.3
1960	74.0	269.6	343.6	81.0	910.3	1,334.9
1961	73.1	273.5	346.6	76.5	897.8	1,320.9
1962	66.3	280.1	346.4	73.7	910.1	1,330.2
1963	54.8	274.6	329.4	54.7	932.2	1,316.3
1964	48.3	282.3	330.6	45.0	950.4	1,326.0
1965	48.6	279.0	327.6	40.6	971.9	1,340.1
1966	51.8	297.0	348.8	38.5	998.1	1,385.4
1967	44.8	340.4	385.2	34.9	1,037.3	1,457.4
1968	44.0	341.7	385.7	34.8	1,049.7	1,470.2
1969	45.9	362.5	408.4	31.5	1,114.8	1,554.7
1970	46.6	368.5	415.1	30.4	1,193.6	1,639.1
1971	40.1	363.8	403.9	31.2	1,226.8	1,661.9
P 1972	39.6	361.5	401.1	31.4	1,218.2	1,650.7

P Preliminary

FIGURE II
PATRONAGE TRENDS 1945 - 1970



TREND OF AVERAGE FARE

TABLE NO. 9
Trend of Average Fare (Passenger Revenue/Revenue Passengers)
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1972

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY & ELEVATED	TOTAL			
1940 ¢	7.27 ¢	5.43 ¢	7.83 ¢	5.94 ¢	6.87	6.68 ¢
1945	7.25	5.57	6.80	6.79	7.07	6.92
1950	11.56	9.92	10.85	9.56	9.56	10.02
1955	17.35	14.79	15.63	14.79	14.41	14.79
1956	18.74	15.11	16.06	15.29	15.18	15.43
1957	19.76	15.27	16.27	16.03	15.62	15.83
1958	20.12	15.87	16.73	16.88	16.34	16.48
1959	20.77	15.96	16.86	17.39	17.17	17.10
1960	22.09	16.14	17.14	18.12	17.96	17.75
1961	22.63	16.28	17.30	18.89	18.57	18.24
1962	23.35	16.44	17.42	20.42	19.07	18.68
1963	23.03	16.35	17.35	20.72	19.62	19.04
1964	22.68	16.63	17.30	21.03	20.10	19.35
1965	23.82	16.63	17.41	21.83	20.55	19.71
1966	24.55	18.75	19.43	22.13	21.23	20.77
1967	22.86	20.86	21.07	22.52	22.39	22.03
1968	23.49	21.00	21.26	22.86	23.20	22.65
1969	25.03	21.89	22.20	23.28	25.71	24.64
1970	27.03	23.42	23.78	23.84	29.41	27.63
1971	25.85	24.17	24.33	27.59	32.23	29.78
P 1972	26.83	25.21	25.37	28.36	34.04	31.32

P Preliminary

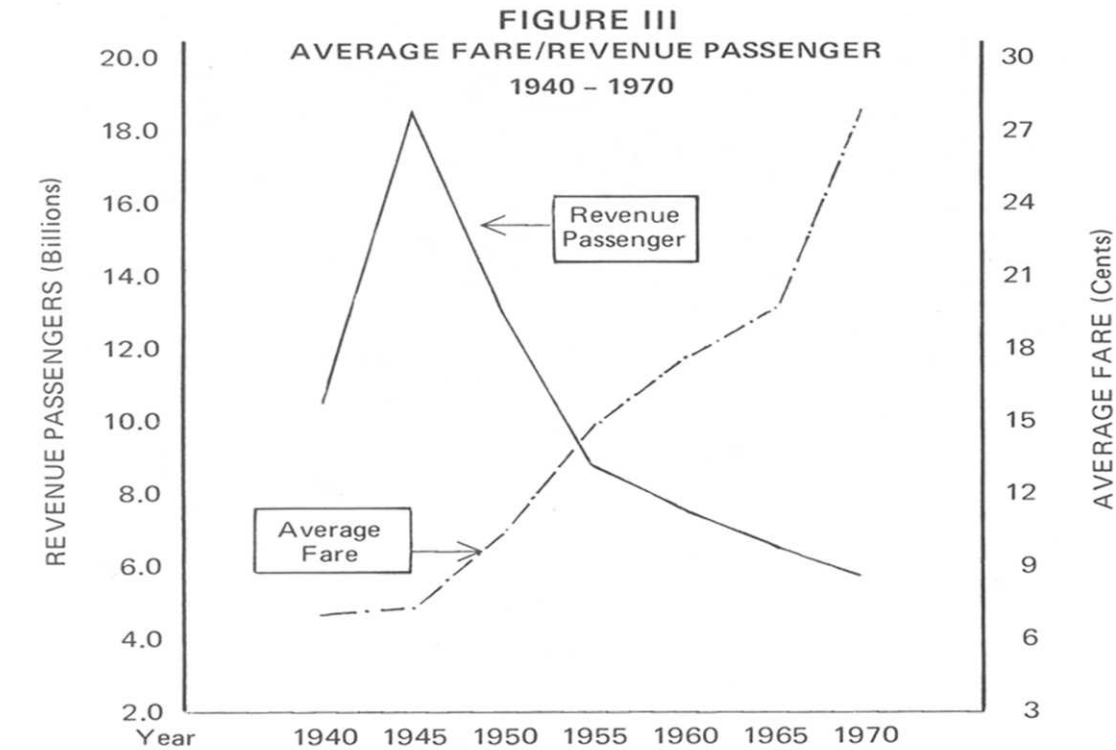


FIGURE IV

OPERATING REVENUE/COST PER
REVENUE PASSENGER 1945 - 1970

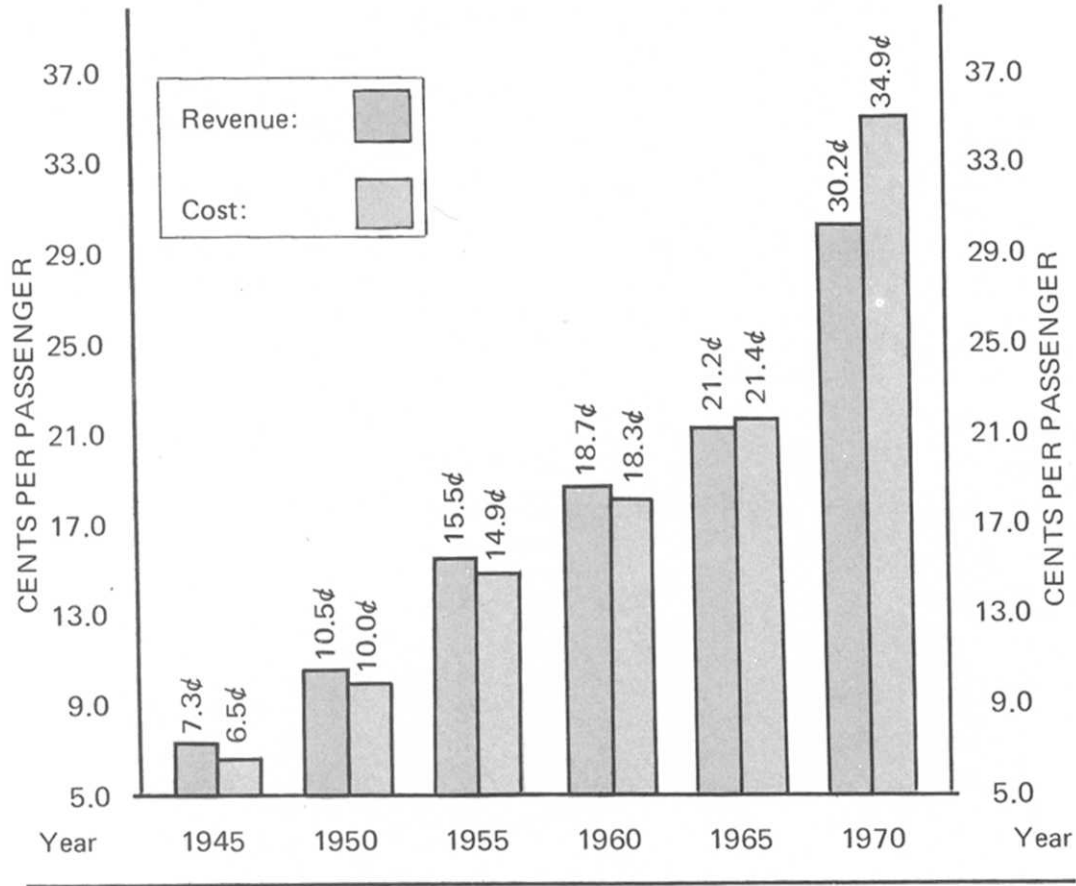
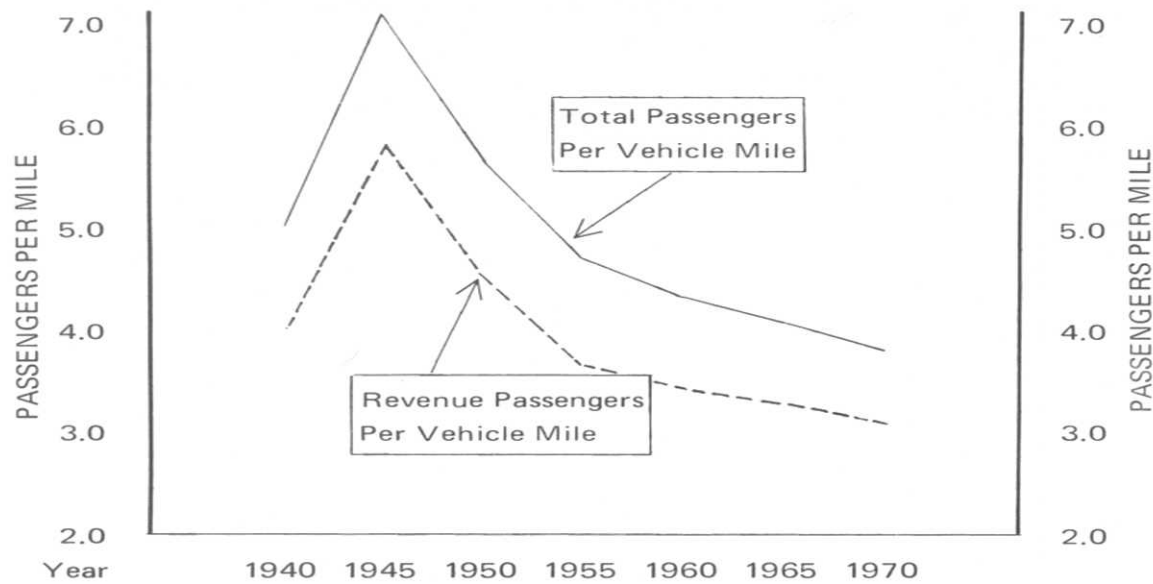


FIGURE V

PASSENGER PER MILE TRENDS 1940 - 1970



EMPLOYMENT AND PAYROLL

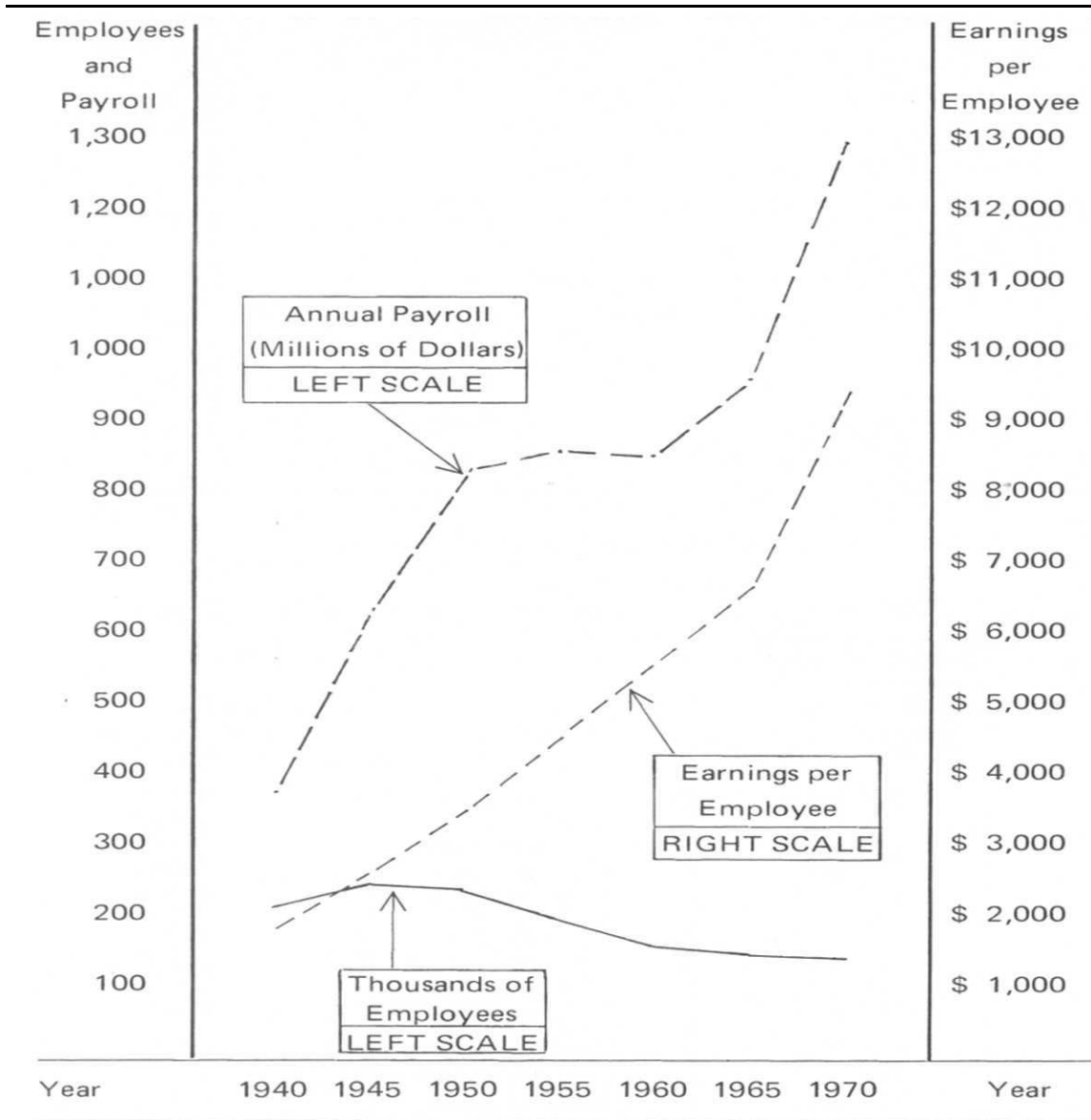
TABLE NO. 10

Number of Employees, Annual Payroll and Average Annual Earnings per Employee in the Transit Industry of the United States At Five Year Intervals 1940 - 1955 and Annually 1955 - 1972

YEAR	AVERAGE NUMBER OF EMPLOYEES	PAYROLL	AVERAGE ANNUAL EARNINGS PER EMPLOYEE
1940	203,000	360,000,000	1,773
1945	242,000	632,000,000	2,612
1950	240,000	835,000,000	3,479
1955	198,000	864,000,000	4,364
1956	186,000	852,000,000	4,581
1957	177,000	840,000,000	4,746
1958	165,000	831,000,000	5,036
1959	159,100	832,000,000	5,229
1960	156,400	857,300,000	5,481
1961	151,800	856,400,000	5,642
1962	149,100	878,100,000	5,889
1963	147,200	892,300,000	6,062
1964	144,800	916,900,000	6,332
1965	145,000	963,500,000	6,645
1966	144,300	994,900,000	6,895
1967	146,100	1,055,100,000	7,222
1968	143,590	1,109,500,000	7,727
1969	140,860	1,183,807,000	8,404
1970	138,040	1,274,109,000	9,230
1971	139,120	1,393,148,000	10,014
P 1972	138,420	\$1,455,486,000	\$10,515

P Preliminary

FIGURE VI
TRANSIT INDUSTRY
EMPLOYMENT AND EMPLOYEE EARNINGS 1940 - 1970



TREND OF VEHICLE MILES OPERATED

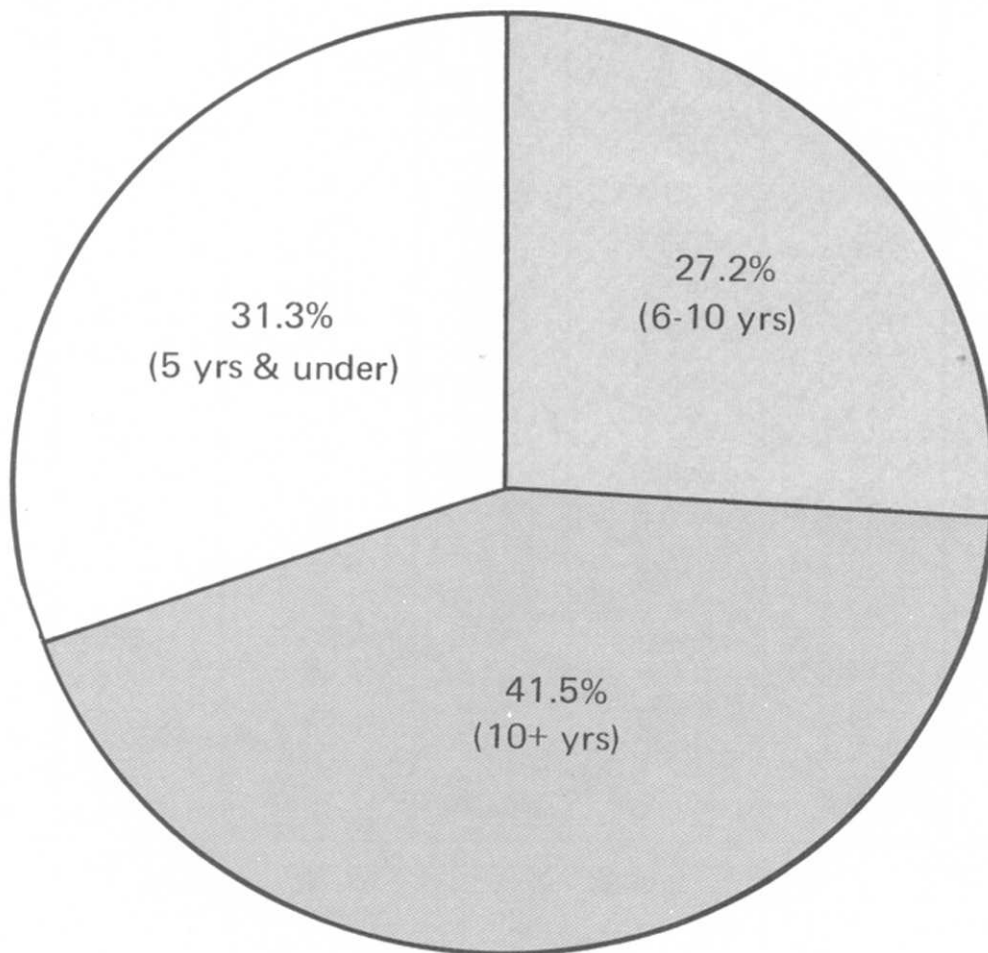
TABLE NO. 11

**Revenue Vehicle Miles Operated in the United States
by Each Type of Transit Vehicle
At Five Year Intervals 1940 - 1955 and Annually 1955 - 1972**

CALENDAR YEAR	RAILWAY			TROLLEY COACH (Millions)	MOTOR BUS (Millions)	GRAND TOTAL (Millions)
	SURFACE (Millions)	SUBWAY & ELEVATED (Millions)	TOTAL (Millions)			
1940 ..	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0
1945 ..	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8
1950 ..	463.1	443.4	906.5	205.7	1,895.4	3,007.6
1955 ..	178.3	382.8	561.1	176.5	1,709.9	2,447.5
1956 ..	132.9	387.1	520.0	165.7	1,680.9	2,366.6
1957 ..	106.6	388.0	494.6	146.5	1,648.4	2,289.5
1958 ..	89.9	386.5	476.4	131.0	1,593.6	2,201.0
1959 ..	81.3	388.7	470.0	112.4	1,576.5	2,158.9
1960 ..	74.8	390.9	465.7	100.7	1,576.4	2,142.8
1961 ..	69.4	385.1	454.5	92.9	1,529.7	2,077.1
1962 ..	61.5	386.7	448.2	84.0	1,515.2	2,047.4
1963 ..	48.9	387.3	436.2	62.4	1,523.1	2,021.7
1964 ..	42.9	395.8	438.7	49.2	1,527.9	2,015.8
1965 ..	41.6	395.3	436.9	43.0	1,528.3	2,008.2
1966 ..	42.9	378.9	421.8	40.1	1,521.7	1,983.6
1967 ..	37.8	396.5	434.3	36.5	1,526.0	1,996.8
1968 ..	37.5	406.8	444.3	36.2	1,508.2	1,988.7
1969 ..	36.0	416.6	452.6	35.8	1,478.3	1,966.7
1970 ..	33.7	407.1	440.8	33.0	1,409.3	1,883.1
1971 ..	32.7	407.4	440.0	30.8	1,375.5	1,846.3
P 1972	31.6	386.2	417.8	29.8	1,308.0	1,755.6

P Preliminary

FIGURE VII BUS AGE PROFILE - 1972 Estimate



TREND OF NEW EQUIPMENT

TABLE NO. 13
New Passenger Equipment Delivered to Transit Systems in
the United States
Annually 1940 - 1972

CALEN- DAR YEAR	RAILWAY CARS			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY & ELEVATED	TOTAL			
1940	463	189	652	618	3,984	5,254
1941	462	0	462	227	5,600	6,289
1942	284	0	284	356	7,200	7,840
1943	32	0	32	116	1,251	1,399
1944	284	0	284	60	3,807	4,151
1945	332	0	332	161	4,441	4,934
1946	421	0	421	266	6,463	7,150
1947	626	2	628	955	12,029	13,612
1948	478	248	726	1,430	7,009	9,165
1949	273	415	688	680	3,358	4,726
1950	4	199	203	179	2,668	3,050
1951	56	140	196	600	4,552	5,348
1952	19	0	19	224	1,749	1,992
1953	0	0	0	0	2,246	2,246
1954	0	260	260	0	2,225	2,485
1955	0	288	288	43	2,098	2,429
1956	0	376	376	0	2,759	3,135
1957	0	469	469	0	1,946	2,415
1958	0	428	428	0	1,698	2,126
1959	0	210	210	0	1,537	1,747
1960	0	416	416	0	2,806	3,222
1961	0	468	468	0	2,415	2,883
1962	0	406	406	0	2,000	2,406
1963	0	658	658	0	3,200	3,858
1964	0	640	640	0	2,500	3,140
1965	0	580	580	0	3,000	3,580
1966	0	179	179	0	3,100	3,279
1967	0	85	85	0	2,500	2,585
1968	0	384	384	0	2,228	2,612
1969	0	650	650	0	2,230	2,880
1970	0	308	308	0	1,442	1,750
1971	0	250	250	1	2,514	2,764
P 1972	0	640	640	0	2,904	3,544

P Preliminary

SIZE OF NEW BUSES

TABLE NO. 14

Number of Buses in Each Size Class Delivered in the Years 1943 - 1972

YEAR	UNDER 21 SEATS	29 SEATS OR LESS	30-39 SEATS	40 SEATS OR MORE	TOTAL
1943	*	847	179	225	1,251
1944	*	2,423	369	1,015	3,807
1945	*	1,757	1,183	1,501	4,441
1946	*	1,849	2,429	2,185	6,463
1947	*	1,951	3,717	6,361	12,029
1948	*	523	2,144	4,342	7,009
1949	*	289	1,344	1,725	3,358
1950	*	205	852	1,611	2,668
1951	*	148	1,711	2,693	4,552
1952	*	36	458	1,165	1,749
1953	*	30	499	1,717	2,246
1954	*	22	359	1,844	2,225
1955	*	8	229	1,861	2,098
1956	*	8	162	2,589	2,759
1957	*	0	129	1,817	1,946
1958	*	2	177	1,419	1,698
1959	*	1	157	1,379	1,537
1960	*	0	173	2,633	2,806
1961	*	0	105	2,310	2,415
1962	*	4	76	1,920	2,000
1963	*	18	97	3,085	3,200
1964	*	0	169	2,331	2,500
1965	*	6	225	2,769	3,000
1966	*	36	312	2,752	3,100
1967	*	32	260	2,208	2,500
1968	*	63	171	1,994	2,228
1969	*	65	163	2,002	2,230
1970	*	77	73	1,274	1,442
1971	65	30	70	2,349	2,514
P 1972	49	75	199	2,581	2,904

P Preliminary

*Data not available

TREND OF TRANSIT EQUIPMENT OWNED

TABLE NO. 15

**Trends of Transit Passenger Equipment in the United States by
Types of Equipment**

At Five Year Intervals 1940 - 1955 and Annually 1955 - 1972

AS OF DECEM- BER 31ST	RAILWAY CARS			TROLLEY COACH	MOTOR BUS	GRAND TOTAL
	SURFACE	SUBWAY & ELEVATED	TOTAL			
1940 ..	26,630	11,032	37,662	2,802	35,000	75,464
1945 ..	26,160	10,217	36,377	3,711	49,670	89,758
1950 ..	13,228	9,758	22,986	6,504	56,820	86,310
1955 ..	5,300	9,232	14,532	6,157	52,400	73,089
1956 ..	3,970	9,255	13,225	5,748	51,400	70,373
1957 ..	3,601	9,158	12,759	5,412	50,800	68,971
1958 ..	3,108	9,093	12,201	4,848	50,100	67,149
1959 ..	2,983	9,000	11,983	4,297	49,500	65,780
1960 ..	2,856	9,010	11,866	3,826	49,600	65,292
1961 ..	2,341	9,078	11,419	3,593	49,000	64,012
1962 ..	2,219	8,865	11,084	3,161	48,800	63,045
1963 ..	1,756	8,878	10,634	2,155	49,400	62,189
1964 ..	1,553	9,061	10,614	1,865	49,200	61,679
1965 ..	1,549	9,115	10,664	1,453	49,600	61,717
1966 ..	1,407	9,273	10,680	1,326	50,130	62,136
1967 ..	1,388	9,257	10,645	1,244	50,180	62,069
1968 ..	1,355	9,390	10,745	1,185	50,000	61,930
1969 ..	1,322	9,343	10,665	1,082	49,600	61,347
1970 ..	1,262	9,338	10,600	1,050	49,700	61,350
1971 ..	1,225	9,325	10,550	1,037	49,150	60,737
P 1972	1,176	9,423	10,599	1,030	49,075	60,704

ELECTRIC POWER – MOTOR FUEL

TABLE NO. 16

**Electrical Energy and Motor Fuel Consumed by the Transit Industry of
the United States**

At Five Year Intervals 1940 - 1955 and Annually 1955 - 1972

CALEN- DAR YEAR	KILOWATT HOURS CONSUMED (IN MILLIONS)				GALLONS OF MOTOR FUEL USED (IN THOUSANDS)		
	RAPID TRANSIT	SURFACE RAILWAY	TROLLEY COACH	TOTAL	GASOLINE	DIESEL OIL	PROPANE
1940 ..	1,977	4,050	307	6,334	*	*	0
1945 ..	1,966	4,547	520	7,033	510,000	11,800	0
1950 ..	2,000	2,410	841	5,251	(a)430000	98,600	(a)
1955 ..	1,900	910	720	3,530	246,000	172,600	30,300
1956 ..	1,960	700	680	3,340	219,400	183,500	30,300
1957 ..	1,980	560	600	3,140	198,400	190,000	34,200
1958 ..	2,073	485	535	3,093	181,700	192,700	35,100
1959 ..	2,067	431	464	2,962	167,800	196,600	36,600
1960 ..	2,098	393	417	2,908	153,600	208,100	38,300
1961 ..	2,108	362	381	2,851	125,900	217,500	35,700
1962 ..	2,115	325	346	2,786	108,400	229,000	36,100
1963 ..	2,125	255	262	2,642	102,500	235,300	35,900
1964 ..	2,171	222	204	2,597	95,900	242,200	33,400
1965 ..	2,185	218	181	2,584	91,500	248,400	32,700
1966 ..	2,075	226	166	2,467	76,000	256,000	33,600
1967 ..	2,194	180	157	2,531	57,800	270,300	33,000
1968 ..	2,250	179	157	2,586	45,700	274,200	32,200
1969 ..	2,291	173	154	2,618	40,000	273,800	31,600
1970 ..	2,261	157	143	2,561	37,200	270,600	31,000
1971	2,262	153	141	2,556	29,400	256,800	26,500
P 1972	2,149	146	133	2,428	25,600	247,300	24,400

* Data not available.

P Preliminary

(a) Propane included with gasoline.

CHANGES & NOTES



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